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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures (Separate cover).

21st November, 1928.

Dear Sirs,

I am in receipt of your letter of the 9th instant, forwarding for consideration plans (blue prints) of the engines boilers and piping arrangements in the engine room of the s.s. "ARGUS", now proposed to be classed with this Society.

A similar set of plans (white prints) and a plan of the general pumping arrangement has been forwarded by the Owners' Agents, Messrs. Siebert & Co. of Hamburg, but the particulars of the engines and the scantlings of the boilers are not identical on both sets of plans.

From the particulars in the Register Book it appears that the plans forwarded by you are the correct ones, but this is not certain, and I shall be glad if you will let me know which are the correct ones.

With steam reciprocating engines for open sea service and having cylinders 430 mm., 685 mm., and 1100 mm. diameter by 850 mm. stroke, the sizes of the shafting shown on the plans, viz:—
crank pins 235 mm. diameter and body pieces 230 mm. diameter, thrust shaft 230 mm. diameter, intermediate 216 mm. diameter and screw shaft (fitted with a continuous liner) 260 mm. diameter are such as

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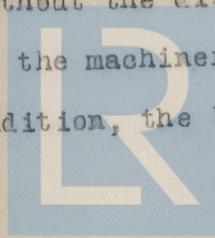
might be accepted for a working pressure of 13 kg. per sq. cm.

Or, with steam reciprocating engines for open sea service and having cylinders 470 mm., 750 mm., and 1200 mm., diameter by 850 mm. stroke, the sizes of shafting shown on the plans (whitenprints) viz:- crank pins 250 mm. diameter and body pieces 240 mm. diameter, thrust shaft 240 mm., diameter, intermediate shaft 228 mm. diameter and screwshaft (fitted with a continuous liner) 278 mm. diameter are such as might be accepted for a working pressure of 13 kg. per sq. cm.

The scantlings of the boilers as shown on either of the plans (blue or white) meet the requirements of the Rules for the proposed working pressure of 13 kg. per sq. cm., with the exception of the combustion chamber, girders, shell circumferential seam and furnaces, the scantlings of which owing to the low ultimate tensile strength of the material employed, are somewhat less than required by the Rules, but are such as might be accepted.

The pumping arrangements of the vessel meet the requirements of the Rules in force at the time the vessel was built, with the exception that the valves, which appear to have been fitted for flooding the after hold from Nos. 8 and 9 double bottom tanks and designated Nos. 28 and 29 on the plan, should be dispensed with.

In the circumstances, the machinery of the vessel will be accepted for a working pressure of 17 kg. per sq. cm., and a notation of LMC (with date) without the distinguishing mark * assigned, provided the whole of the machinery be opened out, examined and found in good condition, the boilers be examined



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throughout and found satisfactory, the circumferential seams, furnaces, and combustion chamber girders be specially examined and found to show no sign of strain, the particulars of the machinery and the scantlings of the boilers be as shewn on the accompanying plans, the valves which appear to be fitted for the purpose of flooding the after hold from Nos. 8 & 9 double bottom tanks (designated Nos. 28 & 29 on the plan) be dispensed with, and the pumping arrangements otherwise be as shewn on the plans and in accordance with the Rules.

It is concluded that air and sounding pipes are fitted as required by the Rules, and that the superheater is provided with a separate safety valve in accordance with Section 22, Clause 3 of the Rules, but these conclusions should be confirmed.

The set of plans forwarded by you, together with the set forwarded by the Owners' Agents is returned herewith, unstamped.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,
AMSTERDAM.

Secretary.



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